

READ
THE WANT PAGES
carefully, you will find in them
what you have been looking for.
Times-Dispatch want columns
are great want satisfiers.

The Times-Dispatch

BUSINESS
ANNOUNCEMENTS
made through the Times-Dispatch
want columns are sure to reach
the right people in the right
way.

THE TIMES, FOUNDED 1885.
THE DISPATCH, FOUNDED 1885.

WHOLE NUMBER 16,486.

RICHMOND VA., SUNDAY, FEBRUARY 28, 1904.

PRICE FIVE CENTS.

TO ENLARGE HISTORIC CAPITOL

Symmetry of Old Structure Preserved.

WINGS TO BE BUILT
TO EAST AND WEST

House Finance Committee Unanimously Reports Anderson Bill Appropriating \$250,000.

THE OLD BUILDING TO
BE REHABILITATED

The Passage of the Appropriation is Assured—Outline of the Work to be Done in Renovation and Enlargement—Brief History of the Ancient Structure.

The prospects of the passage of the Anderson bill for the enlargement of the Capitol, which is now before the House of Delegates, are excellent. The bill will almost certainly pass the House this week without amendment, and will then go to the Governor, whose approval is a foregone conclusion. The bill was passed by the Senate on Wednesday, and was yesterday favorably reported to the House without amendment by the Finance Committee of that body, an unanimous vote. The absolute and unqualified endorsement of the Finance Committee insures the most favorable consideration of the bill. So far as known, there is no formidable opposition on the part of the House to the measure. The bill will probably be made a special order early in the week.

The passage of this bill, carrying an appropriation of \$250,000, will mean the commencement of the work on the reconstruction and addition to the Capitol as soon as practicable after the General Assembly adjourns. Certainly the old building can be thoroughly renovated, fire-proofed and rearranged by the assembly of 1905 comes here for work. The work on the two wings will be well advanced by that time, if indeed they are not completed and the new building for the two houses ready for occupancy.

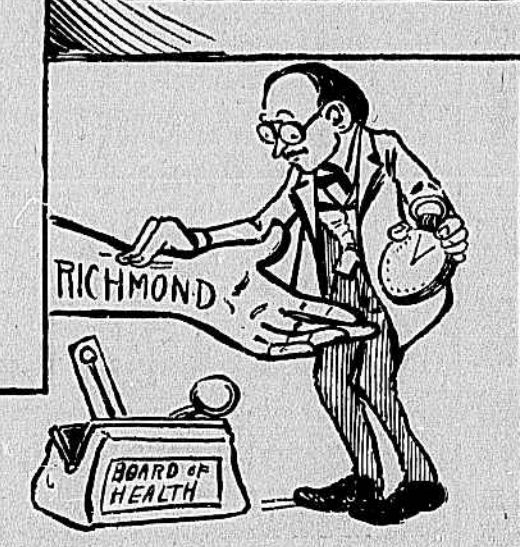
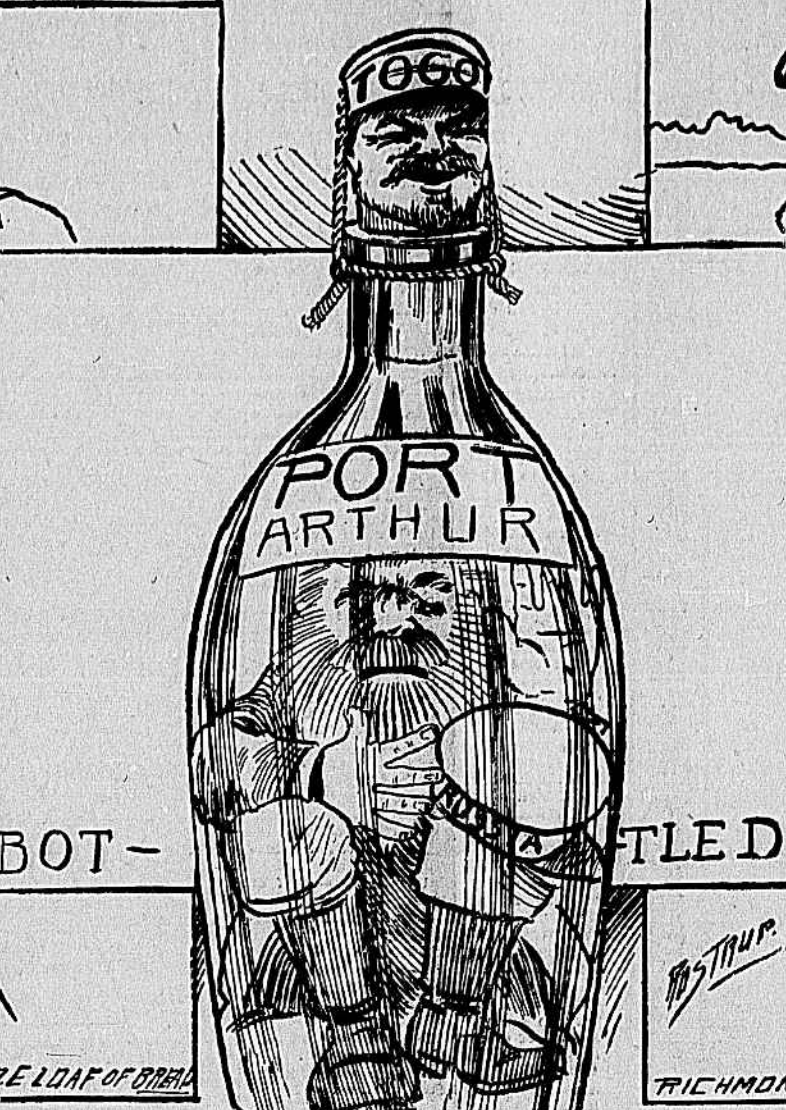
PLAN OF ENLARGEMENT.
The bill provides for the work as outlined in the plans of John Kewan Peck, so far as the exterior is concerned, and for the interior work as outlined by Nelson and Baskerville, of this city, and Fry and Chesterman, of Lynchburg. It was first introduced when an appropriation of \$100,000 was made for the reconstruction and renovation of the Capitol without enlargement and a commission was appointed to select plans and secure bids and estimates. The commission finally agreed upon a composite plan embracing the best features of the plans of the Richmond and Lynchburg firms. Specifications were prepared and bids asked for. When the bids were received, not one was found to be within the appropriation. The commission did not feel authorized to let the contract at a figure in excess of the appropriation available for the purpose, and so the improvement was abandoned. The bill now pending repeals the old plan and appropriates, less about \$250,000, paid the architects and for other expenses in securing plans and asking for bids, has laid aside in the treasury. The old bill never having been repealed. The new plan provides for the sum of \$250,000, this, of course, embracing the \$100,000 already available for the purpose.

WHAT BILL PROVIDES FOR.
The Anderson bill proposes to have the work done along practically the same lines as those formerly agreed upon, but the construction of the wings to the east and west of the present Capitol, to be constructed in a manner and style to comport with the present building. These wings are to be joined to the present building in such a manner as to leave the symmetry of the old Capitol practically unimpaired. The wings are to be of brick, stuccoed like the old Capitol, save that the latter is to be stuccoed afresh, making the entire building appear new from the outside. These wings will afford chambers or halls for the two houses and cloak rooms, closets, lavatories, and will be thoroughly ventilated and with their lofty pitch will afford sufficient cubic air space to make both halls thoroughly habitable. They will also afford decent accommodations for visitors. A feature of the improvement of especial interest will be the addition of a broad stone stairway leading from the entrance to the south side of the front of the structure. This stairway will be ornamented by means of statuary and will make an attractive front to a building that has always been incomplete.

THE INTERIOR ARRANGEMENTS.
In the interior of the old Capitol it is expected that adequate committee rooms will be provided. Certainly they are now lacking. Besides this, provision is to be made for the Supreme Court of Appeals and for the Corporation Commission, either in this or the Library building, possibly one in one structure, the other in the other. The main front of the building will be provided, running directly through the east side of the present Senate Chamber and into the rotunda. The basement will be so improved and remodeled as to make that habitable and adapted to use. That is of more importance than all else, the work of the improvement of the old Capitol will be remedied and replaced by steel wherever possible. A



THE EFFECT OF WAR ON THE SIZE OF A BOTTLE



RICHMOND'S HEALTH IS VERY GOOD.

OUR ARTIST'S VIEW OF CURRENT EVENTS.

new metal roof on steel girders is to be put on and the disreputable old garret will disappear. Modern elevators are to be installed and substantial, enduring and ornate stairways will be put in. The floors will be handsomely tiled and the unsightly block entrances on the east and west will disappear. Altogether the Capitol will have been practically rebuilt and made sufficiently large to house comfortably the new departments of the government and the old.

The Capitol of Virginia has been preserved, or rather permitted to exist in its present simplicity and beauty, save for the ravages wrought by time in a perishable work of architecture. It is now necessary that something shall be done to preserve it from decay and the roughness incident to the wear and tear of long and hard usage. The enlargement, too, has been made necessary by the meagre and inadequate accommodations of the structure designed a century and a quarter ago.

BRIEF HISTORY OF BUILDING.
The present Capitol was built after a design suggested by Thomas Jefferson, who had been an ambassador to France and who was a connoisseur in architectural matters. The design suggested by Mr. Jefferson was modified somewhat, but was in the main incorporated in the design which crystallized into the Capitol as the twentieth century Virginia knows it. The reproduction of the Maison Carrée, at Nismes, France, which appealed to the sense of beauty for which Mr. Jefferson was noted. While the outlines of more costly display in architectural construction do not appreciate the old building, the artist's eye almost without exception recognizes its classic beauty of contour, and the accuracy of its proportions. Devotion to the old structure on account of the historic associations that cluster around it, has served to preserve unchanged to the present date, save for the minor details of repair, which have amounted to little more than patchwork. While the outlines of old structure will be left in their original perfection and beauty, the building is to be rebuilt within. The appropriation carried by the Anderson bill will be sufficient to provide approximately \$50,000 for the construction of each wing, and \$100,000 for the renovation and interior reconstruction of the old building.

SOME REMINISCENCES.
The Capitol was begun in 1776, the cornerstone being laid on August 18 of that year. The building was not fully completed until 1792, but it was occupied by the General Assembly in 1789, and October, the eighth anniversary of the surrender at Yorktown, then a glorious and recent historic event. In the Capitol is the celebrated marble statue of George Washington by Houdon, the most famous French sculptor of that period.

(Continued on Third Page.)

BURST THROUGH WALL OF BRICKS

Negro Given Almost Superhuman Strength by Agony Endured in Fiery Furnace.

(Special to The Times-Dispatch.)
SUFFOLK, VA., Feb. 27.—Given almost superhuman strength by the agony he was enduring, Henry Dillard, a negro, at Dendron, Va., though mortally burned, burst through the brick wall of a fiery furnace, buried himself into a bank of snow and lived two days after the ordeal. During the maniacal ravings that preceded death Dillard would repeatedly cry out that he had been to hell and returned. While doing repair work over the brick work that covered the furnace of the Barry Lumber Company's boiler room, Dillard, who was a very large man, broke through and was precipitated ten feet below into the heart of the flames. Being unable to climb out of the top, Dillard threw himself against the furnace wall with sufficient force to break through. The other mill employees did not know of the accident until they saw flames pouring through the aperture in the wall.

THE Y.M.C.A. CONVENTION

Splendid Gathering of Virginia's Young Men in Richmond This Week.

AN ATTRACTIVE PROGRAMME

Some of the Ablest Speakers of This Section Will be Here.

The Twenty-seventh State Convention of Virginia Young Men's Christian Association will assemble in this city at the Second Presbyterian Church on Thursday evening of this week, and continue its various sessions until Sunday night.

The State Executive Committee has prepared a most attractive programme, the local association has made elaborate plans for the entertainment of the delegates and the event is being looked forward to with much interest. Indications point to a largely attended and probably the most enthusiastic and successful convention ever held in the State. The railroad association is offering reduced rates, the Ministerial Union of Richmond and Manchester unite in welcoming the delegates, and the local association is receiving the cordial cooperation of the community in providing for the convention. The ladies of the city are particularly active in assisting general Secretary McKee in completing arrangements, and are showing an intense interest in the moral and spiritual welfare of the young men of this grand Commonwealth.

Departmental conferences will be held in several of the churches on Saturday afternoon, March 5th, and at one o'clock of that day the ladies of the several denominations will serve free lunches.

THE PUBLIC WELCOME.
The general public are invited and expected to attend all the sessions of the convention.

The Woman's Executive Committee, assisted by the Men's Reception Committee, will tender a reception to all delegates and to the citizens of Richmond, Thursday night, March 3rd, at 8:30 o'clock, in the Lecture Room of the Second Presbyterian Church. Governor Montague will speak at the banquet. The Virginia Glee Club will sing.

Governor and Mrs. Montague will receive the delegates and workers Friday, March 4th, 8:30 to 7 o'clock, at the Governor's Mansion, Capitol Square. The music will be a feature. Mr. Percy S. Foster, of Washington, D. C., will lead the singing. Mr. Hudson S. Watkins, of Richmond, tenor soloist, and the Virginia Glee Club will assist.

ABLEST SPEAKERS.
The programme also embraces many notable eloquent christian members from among the ranks of association men and outside, including the following: John S. Mott, Secretary of the World's Student Federation; graduate of Cornell, and perhaps the best-known young man in the religious world of the world; a speaker of tremendous power, and a man of wide education and information. Hon. H. Kirk Porter, of Pittsburgh, Pa. Prominent in locomotive manufacture; for years President of the Pittsburg Association, and now Congressman from the Pittsburg district.

Lyman L. Hodge, General Secretary of the Association at the National Capital; a young man of wonderful leadership. The Washington Association not only has about 3,000 members, but supports two Secretaries in foreign lands, and Fred B. Smith in his greatest evangelistic work for men.

Charles S. Ward, Field Secretary of the International Committee; formerly General Secretary at Grand Rapids, Mich. Among the speakers from Virginia will be T. M. Terry, President of the Lynchburg Association, and one of the most prominent men of the "Hill City"; F. L. Crocker, President of the Portsmouth Association, and a prominent attorney of the "Coast City"; J. J. Sefton, Army Secretary of the International Committee, a most effective speaker, who will speak on Army and Navy Work. Dr. W. W. Smith, of Randolph-Macon, and Rev. E. T. Edmund, of Ashland, will also be in attendance.

URGENT PERSONAL PRAYER.
The State Committee, through their chairman, Mr. H. A. Gillie, and State Secretary Mr. L. A. Coulter, urge that personal prayer be made for Divine guidance in all the sessions of the convention, and suggest that in association gatherings today special prayer be made.

The personnel of the Virginia State Executive Committee is as follows: H. A. Gillie, Chairman, Richmond; Chas. K. Willis, Treasurer, Richmond; W. M. Habington, Richmond; W. S. Copeland, Richmond; C. E. Wellford, Richmond; L. M. Williams, Richmond; S. M. Travers, Richmond; Robert M. Smith, Richmond; W. A. Willihurst, Richmond; J. T. Elliott, Richmond; Chas. W. Kent, Charlottesville; W. E. Cottrell, Newport News; T. M. Terry, Lynchburg; W. W. Smith, College Park; W. W. Smith, Norfolk; T. Colledge Park; W. W. Smith, Norfolk; Simon Seward, Petersburg; F. L. Crocker, Portsmouth; W. S. McManahan, Roanoke; T. C. Morton, Staunton; Chas. Ed. Bishop, Williamsburg.

The first meeting will be held at 8 o'clock next Thursday evening, beginning with a service of praise. Three sessions will be held each day thereafter at 9:30 A. M., 3:30 P. M. and 8 P. M.

EMPEROR WILLIAM GOES PLEASURING

Will Sail on a Liner for the Novelty of the Sensation.

(By Associated Press.)
BERLIN, Feb. 27.—Emperor William has never traveled far in a modern passenger steamer, and that fact is given as the reason for his taking the North German Lloyd steamer Koenig Albert on his twelve-day's trip to the Mediterranean.

His Majesty has rather suddenly decided not to call at Antwerp at all. No explanation is made of this change in the plans. The Emperor will go from Bremen harbor to Vigo, Spain, direct. At the latter place King Carlos, of Portugal, will doubtless meet him, and at Gibraltar, where he will stay two days, His Majesty will see the fortress for the first time.

He will embark also for a few hours at Port Mahon, and will leave the Koenig Albert and board the imperial yacht Hohenzollern at Messina on March 24th. The Koenig Albert will consequently be unable to leave Genoa that day, as she is advertised to do.

The gossip regarding the Emperor's meeting with President Loubet outside of Genoa is altogether incorrect. The cruiser Heinrich II. will convey the Koenig Albert all the way to Messina and afterwards, with the dispatch boat Silep, will accompany the Hohenzollern in a leisurely four weeks' cruise without a fixed itinerary to Corfu and as far eastward as Athens, but not to Constantinople.

On his way back Emperor William may see the King of Italy at Naples. The Emperor may join the Emperor toward the end of the excursion. The return will be made overland, and at no time during the trip will His Majesty be more than two days out of reach of land.

GOOD ROADS FOR HENRICO

An Enthusiastic and Successful Meeting Held at the County Courthouse.

PERMANENT WORK WANTED

Various Speeches Made Advocating Doing Work That Will be Lasting.

An enthusiastic and successful meeting was held at the county courthouse yesterday in favor of good roads. The meeting was primarily called to secure, if possible, the passage of a bill that would allow each district in Henrico county to spend within its own borders the amounts raised for road purposes. At present some \$3,000 annually are raised for road purposes, for which Brookland District pays about \$5,000 and gets back only about \$3,250. To remedy this injustice the residents of Brookland District desired to have a bill passed that would prevent the supervisors from dividing the funds for road purposes equally between all four districts as at present.

The meeting was called to order by Mr. T. A. Cary and its object was stated. Mr. Cary said in advance that he only wished to do what was right and did not desire to take the arbitrary or harsh stand of demanding everything for Brookland District, but he called attention to the lack of results that the present system had given and asked his pertinent question whether a change would not be better, as nothing could be much worse. Mr. Cary was followed by Mr. S. P. Vaidell, clerk of Henrico county, who said that the present system had been in vogue since 1892, at which time the board of supervisors bought teams and machines for the joint use of all four districts. Prior to that time each district had spent its own money for itself. Mr. Cary commented on this fact and pointed out that some sixty counties in Virginia to-day spend in each district the money raised by tax for roads in that district.

Harmony.
Mr. J. W. Barnes, supervisor for Fairfield, and Mr. W. B. Frazier, supervisor for Varina, both spoke to the effect that it was impossible to do any real work and keep up the present force of hands and teams on less than \$1,000 a year, which they considered a minimum for any efficient road repair or construction. Mr. R. W. Browning, supervisor for Tuckahoe, concurred with Varina and Fairfield in this statement.

Mr. Charles B. Cooke spoke briefly and said that Virginia had spent \$500,000 last year for just patching its roads, and had not one mile of good road to show for it to-day.

Mr. Cooke was followed by Mr. Frank Rennie, who spoke to much the same effect. Both gentlemen believed that a bond issue would be the ultimate solution of the question. In order to bring the matter to a head, Mr. Cary suggested that the county road tax hereafter be only 5 cents, which sum, with all additional sums derived by the county for roads, as for example, railroad taxes, be divided equally between the four districts, and that the board of supervisors be empowered to levy a tax not exceeding 20 cents in addition in each district, the proceeds of such levy to be applied exclusively to the roads in the district from which it is raised. The amount for the levy of districts, namely, 2 cents, was arrived at after some discussion, and was adopted upon the motion of Mr. Walter E. Grant, of Tuckahoe District. Mr. Cary's suggestion was

put in the form of a motion and unanimously adopted, and a committee was appointed to wait on Senator Julian Bryant and Representative von N. Rosen to secure the enactment of this law. Mr. Cary's suggestion was offered as a compromise, and was accepted as such by the supervisors from Fairfield, Tuckahoe and Varina, the whole meeting being characterized by unanimous desire to improve the roads with the greatest fairness possible to every taxpayer.

A large meeting will shortly be held to still further interest the people of the county in the vital question of good roads.

THOSE PRESENT.
Among those present were: Messrs. W. C. Saunders, W. E. Grant, J. N. Penick, E. A. Shepherd, B. M. Strudwick, Jonathan Bryan, S. P. Vaidell, Joseph B. Lewis, Frank Rennie, Charles B. Cooke, C. W. Wingfield, J. S. Bryan, Emmet Shepherd, George Waldrop, Frank McCann, Garland Haynes, R. L. Harrison.

PANIC OF PASSENGERS BECAUSE OF COLLISION

(By Associated Press.)
NEW YORK, Feb. 27.—In a collision on the Hudson River to-day between the Erie ferryboat Sterlington and the tug Unity 400 passengers, many of whom were women, were thrown into temporary panic.

No one was hurt; order was soon restored through the coolness of the crew, and some of the passengers, and the ferryboat, though with a ten-foot hole in her side just above the water line, made her slip and landed her passengers safely.

The tug was attempting to pass astern of the ferryboat, but a mismanagement in signals, crashed into her stern.

Knowing that the tug had sunk deeply into the ferryboat, Captain Hollingberk, of the Sterlington, had the tugboat captain keep his engines full speed ahead to keep the hole closed, meanwhile leading his boat at top speed for the slip, with the result that the ferryboat reached her slip without slipping any water.

FARMERS DECIDE TO REDUCE TOBACCO CROP

(Special to The Times-Dispatch.)
FAIRMONT, VA., Feb. 27.—The farmers of this section, in meeting here to-day, resolved that, owing to the low prices for tobacco, it be the sense of those who belong to the Farmers' Protective Association that they reduce the tobacco crop this year at least twenty-five per cent.

A DOUBLE-HEADER FREIGHT WRECK

Engineer and Firemen Killed and Burned in the Wreck.

(Special to The Times-Dispatch.)
WINSTON-SALEM, N. C., Feb. 27.—Engineer George May and Fireman Robert Bassett, of this city, were killed to-day in a wreck of a freight which left Rouseville this morning for Winston. The train was a double-header and was derailed near Bassett, Va. Many of the freight cars piling up on top of engines. The wreckage is still burning. The bodies of the engineer and firemen were not rescued.

The engineer on engine No. 2 was seriously injured, but his fireman was not hurt.

"WHO IS WHO" WINNERS ANNOUNCED

Rich Rewards Follow the Great Contest.

MANY PRESENTED
ADMIRABLE PAPERS

Every Possible Precaution Taken to Avoid Mistakes and Deal Fairly.

THE ROLY-POLY SECRET
SOON TO BE REVEALED

Its Provisions to be Found Even More Interesting to Contestants and of Greater Advantage to Advertisers Than "Who Is Who?"

- First Prize—MISS FLOR-
ENCE V. LEVY, care The
Whitehead-Hoge Co., 1114
East Main Street, \$25.
Second Prize—MISS LOLA
GARY, 801 East Marshall
Street, \$15.
Third Prize—V. PAUL
CHRISTIAN, 1921 Ivy
Street, \$5.
Fourth Prize—CLARE O.
EVANS, 1512 Grove Ave-
nue, \$3.
Fifth Prize—MISS AGNES
V. RIDDELL, 315 South
Cherry Street, \$3.
Sixth Prize—MISS CORINNE
B. SAUNDERS, 2604 Grove
Avenue, \$2.
Seventh Prize—MISS GWEN-
DOLYN M. RUTHER-
FORD, 112 East Grace
Street, \$2.
Eighth Prize—L. H. JOHN-
SON, 509½ North Fifth
Street, \$1.
Ninth Prize—WILLIAM B.
THALHEIMER, 1007 West
Grace Street, \$1.
Tenth Prize—MRS. B. L.
PLEASANTS, \$1.
Eleventh Prize—MRS. A. S.
CHERRY, 2204 East Grace
Street, \$1.
Twelfth Prize—MISS HELEN
HANNON, 2302 East Broad
Street, \$1.

The great "Who Is Who?" guessing contest, which was inaugurated in The Times-Dispatch on Saturday, February 20th, is now a thing of the past, and Roly-Poly is taking its place.

The "Who Is Who?" contest closed by limitation at 6 o'clock last Friday evening, February 20th, and immediately the task of awarding the prizes was begun. This work was done by a large corps of young ladies, under the direct supervision of both the business manager and the circulation manager of The Times-Dispatch, and every possible precaution has been exercised to guarantee absolute fairness and impartiality.

Every paper turned in has been read from beginning to end, and every question accurately compared with the official key. Some of the papers were models of painstaking neatness, and showed a wonderful amount of perseverance on the part of the contestants.

The puzzle was a hard one to solve, and those who have won the prizes richly deserve them, and the only regret which the Times-Dispatch has in regard to the contest is that it is not possible to give a prize to each and every contestant. It will be more readily appreciated how difficult was the task of solving the puzzle when it is stated that out of the hundreds of papers examined, not a single one was absolutely correct. The winners of the first and second prizes made only the slightest errors, and, strange to say, both were on the same number. The first prize winner omitted the address of Chapin & Hume, and the second winner omitted the amount of total assets of the companies represented by this firm.

The Roly-Poly Now.

- The Times-Dispatch hopes very much that some of those who came so near and yet failed to win a "Who Is Who?" prize may enter the Roly-Poly contest and win success in that. The particular "Roly-Poly" will be announced very shortly, and it will then be seen that it is even more interesting and entertaining than "Who Is Who?"
- The official key which contains the correct answers, as furnished by the advertisers themselves, is given below. The correct answer is that part of the number which is in quotation marks. Here are the correct answers:
1. G. H. Berry & Co. Clothing, 1114 and Main. "Best goods and best service for the money."
 2. J. C. Drewry & Co. 17 N. Fifth St. "The policy holders Co. The particular Annual Dividend Paying Co. The acknowledged Queen of American Life Ins. Co's. The leading Antislavery Co."
 3. "Bemerton, Price & Co." Dry Goods, 308 E. Broad St.
 4. South Atlantic Life Insurance Co. 9th

(Continued on Third Page.)